

U.S. ENVIRONMENTAL PROTECTION AGENCY  
 POLLUTION/SITUATION REPORT  
 Morgan's Point Collision - Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
 Region VI

**Subject:** **POLREP #2**  
**Final PolRep 03.10.15 to 03.12.15**  
**Morgan's Point Collision**

**Morgan's Point, TX**  
**Latitude: 29.6790830 Longitude: 94.9792470**

**To:**  
**From:** Jhana Enders, OSC  
**Date:** 3/10/2015  
**Reporting Period:**

## 1. Introduction

### 1.1 Background

<b>Site Number:</b>	A6LA	<b>Contract Number:</b>	
<b>D.O. Number:</b>		<b>Action Memo Date:</b>	
<b>Response Authority:</b>	CERCLA	<b>Response Type:</b>	Emergency
<b>Response Lead:</b>	USCG	<b>Incident Category:</b>	
<b>NPL Status:</b>	Non NPL	<b>Operable Unit:</b>	
<b>Mobilization Date:</b>	3/9/2015	<b>Start Date:</b>	3/9/2015
<b>Demob Date:</b>	3/12/2015	<b>Completion Date:</b>	
<b>CERCLIS ID:</b>		<b>RCRIS ID:</b>	
<b>ERNS No.:</b>		<b>State Notification:</b>	
<b>FPN#:</b>		<b>Reimbursable Account #:</b>	

#### 1.1.1 Incident Category

#### 1.1.2 Site Description

The site is located in the Houston ship channel. Two ships collided and Methyl Tert-Butyl Ether (MTBE) was released from a chemical tanker into the channel. The incident is in US Coast Guard Jurisdiction and EPA is providing assistance as needed.

##### 1.1.2.1 Location

The site is located in the Houston Ship Channel in the city of Morgan's Point. Coordinates of the collision are 29.679083 N -94.979247 W.

##### 1.1.2.2 Description of Threat

The primary threat is from the release of Methyl Tert-Butyl Ether (MTBE). MTBE is a volatile chemical

lighter than water, heavier than air, and partially soluble in water. It is a flammable oxidizer. Its volatility can cause high levels of VOCs and LEL. Due to the volatility, cooler temperatures may affect its ability to dissolve in water and cause pooling. The pooling can potentially release harmful vapors.

## **2. Current Activities**

### **2.1 Operations Section**

#### **2.1.1 Narrative**

##### **12 March 2015**

Over the top transfer was completed at 0230 on 12 March 2015 and CTEH reported no VOC detections overnight. Foam was reapplied overnight and will continually be applied based on air monitoring results. Transit for the Carla Maersk began at 0743 hours and was complete at 0837 hours. The safety zone was moved around the Maersk in Barbour's Cut and channel traffic resumed. The EPA Team conducted air monitoring along the shoreline where the Carla Maersk was moved with no detections (refer to air monitoring map for locations). CTEH deployed two air monitoring teams to the terminal where the Maersk is being staged and reported no detections for VOCs during the transit progress. VOC readings inside the damaged crack of the ship have fallen from 208 ppm VOCs to 148 ppm VOCs and readings on the closest shoreline point to the Maersk are at 10.4 ppm VOCs. There is no visible sheen coming from the Carla Maersk in the terminal, but 9,200 feet of boom is on hand in case an additional release should occur. CTEH plans to air monitor near the city as opposed to the shoreline and have fixed areaRae monitors inside the terminal with the Maersk. CTEH plans to conduct water sampling on 13 March 2015.

##### **11 March 2015**

The EPA Team conducted air monitoring at 5 points to the south of the collision site with no detections. At 1200 hours, a general staff meeting occurred. The foaming process is ongoing and the Gulf Coast Strike Team has been conducting air monitoring with no detections for VOCs. T&T and USACE are still in the process of locating the anchor of the Conti Peridot. The sheen coming from the Carla Maersk has diminished to a length of 1.2 miles and a width of 20 feet wide. CTEH is air monitoring the shores from Beach City to Shore Acres and has 7 analytical stations collecting 24 hour air samples. Water sampling is being conducted in and around the safety zone near the foaming process. The over-the-top transfer is still in progress and updated VOC readings have been reported at a maximum of 7 ppm VOCs at the site of foaming applications and 0 ppm on the deck of the Carla Maersk. At 1345 hours, the EPA Team conducted air monitoring at 2 additional locations with no detects (refer to air monitoring map for locations). After foaming application was completed, CTEH air monitors near the foam application site reported readings of 0 ppm VOCs. T&T and USACE have determined there is no obstruction near the site of the collision and it is safe to travel. Transit plan is to stage the Carla Maersk in Barbour's Cut Turning Basin at sunrise on 12 March 2015 assuming overall safety and port pilot supervision.

##### **10 March 2015**

Inertion and vacuuming of the tanks is ongoing while the main priority continues to be the reduction of the MTBE plume and the safety of responders addressing the task. An additional objective includes the transportation of the Conti Peridot to dock and trying to locate its missing anchor. T&T and USACE are devising a plan to remove the anchor once it has been located. Aerial reports show a sheen of product 20 feet wide by 3 miles long trailing from the Carla Maersk, and surface water monitoring is being conducted in the area. Air monitoring by CTEH continues at a rate of 50 readings per hour and seven sampling stations have been set up. FOSC Brian Penoyer requested support for the use of Aqueous FilmForming Foam (AFFF). An RRT call was initiated and approval was granted for application of ARTIC 1X3ATC (AFFF). A marine inspector accompanied by the LaPorte Fire Department moved closer to the ship to better assess site conditions, and obtain photos and video. The Conti Peridot was successfully moved and docked at city dock 1. The anchor has still not been located. The total volume of the damaged tanks is 30,000 barrels with 2,467 barrels unaccounted for. The total amount released is still not known at this time.

### **2.2 Planning Section**

### **2.2.1 Anticipated Activities**

Plan to continue lightening and salvage of the Carla Maersk while avoiding further release of product.

### **2.2.2 Issues**

## **2.3 Logistics Section**

**Logistics Section Chief:**  
Tyson Obrien

## **2.4 Finance Section**

**Finance Section Chief:**  
Eva Pomaranski

## **2.5 Other Command Staff**

**2.5.1 Safety Officer**  
Dan Christenson

**2.5.2 Liaison Officer**

**2.5.3 Information Officer**  
Dustin Williams

## **3. Participating Entities**

### **3.1 Unified Command**

USCG  
TCEQ  
City of La Porte  
Port of Houston  
PRP (Maersk)

### **3.2 Cooperating Agencies**

USEPA  
USACE

## **4. Personnel On Site**

No information available at this time.

## **5. Definition of Terms**

(MTBE): Methyl Ter-Butyl Ether

## **6. Additional sources of information**

No information available at this time.

## **7. Situational Reference Materials**

No information available at this time.